Subpart 39.10—General

§ 39.10–1 Applicability—TB/ALL.

(a) Except as specified by paragraph (c) of this section, this part applies to each tank vessel operating in the navigable waters of the United States, when collecting vapors of crude oil, gasoline blends, or benzene emitted from a vessel's cargo tanks through a vapor control system.

(b) A tank vessel which transfers vapors of flammable or combustible cargoes other than crude oil, gasoline blends, or benzene, to a facility covered by 33 CFR part 154 must meet the requirements prescribed by the Commandant (G–MSO).

(c) A tank vessel with an existing vapor collection system specifically approved by the Coast Guard for the collection of cargo vapor which was operating prior to July 23, 1990, is subject only to § 39.30–1 and § 39.40–5 of this part as long as it transfers cargo vapor only to the specific facilities for which it was approved.

(d) This part does not apply to the collection of vapors of liquefied flammable gases as defined in § 30.10–39 of this subchapter.

[CGD 88–102, 55 FR 25446, June 21, 1990, as amended by CGD 95–072, 60 FR 50462, Sept. 29, 1995; CGD 96–041, 61 FR 50727, Sept. 27, 1996]

§ 39.10–3 Definitions—TB/ALL.

As used in this part:

Cargo deck area means that part of the weather deck that is directly over the cargo tanks.

Existing vapor collection system means a vapor collection system which was operating prior to July 23, 1990.

Facility vapor connection means the point in a facility's fixed vapor collection system where it connects with the vapor collection hose or the base of the vapor collection arm.

Independent as applied to two systems means that one system will operate with a failure of any part of the other system except power sources and electrical feeder panels.

Inerted means the oxygen content of the vapor space in a cargo tank is reduced to 8 percent by volume or less in accordance with the inert gas requirements of § 32.53 or § 153.500 of this chapter.

Lightering or *lightering operation* means the transfer of a bulk liquid cargo from a tank vessel to a service vessel.

Marine Safety Center means the Commanding Officer, U.S. Coast Guard Marine Safety Center, 400 Seventh Street, SW., Washington, DC 20590–0001.

Maximum allowable transfer rate means the maximum volumetric rate at which a vessel may receive cargo or ballast.

New vapor collection system means a vapor collection system which is not an existing vapor collection system.

Service vessel means a vessel which transports bulk liquid cargo between a facility and another vessel.

Topping-off operation means the transfer of a bulk liquid cargo from a service vessel to another vessel in order to load the receiving vessel to a deeper draft.

Vapor balancing means the transfer of vapor displaced by incoming cargo from the tank of a vessel receiving cargo into a tank of the vessel or facility delivering cargo via a vapor collection system.

Vapor collection system means an arrangement of piping and hoses used to collect vapor emitted from a vessel's cargo tanks and to transport the vapor to a vapor processing unit.

Vapor control system means an arrangement of piping and equipment used to control vapor emissions collected from a vessel. It includes the vapor collection system and vapor processing unit.

Vapor processing unit means the components of a vapor control system that recovers, destroys, or disperses vapor collected from a vessel.

Vessel vapor connection means the point in a vessel's fixed vapor collection system where it connects with the vapor collection hose or arm.

§ 39.10–5 Incorporation by reference—TB/ALL.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the FEDERAL REGISTER in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change

must be published in the FEDERAL REGISTER and the material made available to the public. All approved material is on file at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC and at the U.S. Coast Guard, Office of Operating and Environmental Standards (G–MSO), 2100 Second Street, SW., Washington, DC 20593–0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Petroleum Institute (API), 1220 L Street NW., Washington, DC 20005
- API Standard 2000, Venting Atmospheric and Low-Pressure Storage Tanks (Nonrefrigerated and Refrigerated), Third Edition, January 1982 (reaffirmed December 1987) 39.20–11

American National Standards Institute (ANSI), 11 West 42nd Street, New York, NY 10036
- ANSI B16.5, Steel Pipe Flanges and Flanged Fittings, 1981 ... 39.20–1

American Society for Testing and Materials (ASTM), 100 Barr Harbor Drive, West Conshohocken, PA 19428–2959
- ASTM F1271—Standard Specification for Spill Valves for Use in Marine Tank Liquid Overpressure Protection Applications, December 29, 1989 39.20–9

International Electrotechnical Commission (IEC), Bureau Central de la Commission Electrotechnique Internationale, 1 rue de Varembe′, Geneva, Switzerland
- IEC 309–1—Plugs, Socket-Outlets and Couplers for Industrial Purposes: Part 1, General Requirements, 1979 ..... 39.20–9
- IEC 309–2—Plugs, Socket-Outlets and Couplers for Industrial Purposes: Part 2, Dimensional Interchangeability Requirements for Pin and Contact-tube Accessories, 1981 ..... 39.20–9

National Electrical Manufacturers Association (NEMA), 2101 L St. NW., Washington, DC 20036
- ANSI/NEMA WD6—Wiring Devices, Dimensional Requirements, 1988 ..... 39.20–9

National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA 02269
- NFPA 70—National Electrical Code, 1987 ..... 39.20–9

Oil Companies International Marine Forum (OCIMF), 15th Floor, 96 Victoria Street, London SWIE 5JW, England
- International Safety Guide for Oil Tankers and Terminals, Third Edition, 1988 ..... 39.30–1

[CGD 88–102, 55 FR 25446, June 21, 1990, as amended by CGD 95–072, 60 FR 50462, Sept. 29, 1995; CGD 96–041, 61 FR 50727, Sept. 27, 1996; CGD 97–057, 62 FR 51043, Sept. 30, 1997]

§ 39.10–9 Vessel vapor processing unit—TB/ALL.

Each vessel which has a vapor processing unit located on board must meet the requirements of 33 CFR part 154, subpart E to the satisfaction of the Commandant (G–MSO) in addition to complying with the requirements of this part.

[CGD 88–102, 55 FR 25446, June 21, 1990, as amended by CGD 95–072, 60 FR 50462, Sept. 29, 1995; CGD 96–041, 61 FR 50727, Sept. 27, 1996]

§ 39.10–11 Personnel training—TB/ALL.

(a) A person in charge of a transfer operation utilizing a vapor collection system must have completed a training program covering the particular system installed on the vessel. Training must include drills or demonstrations using the installed vapor control system covering normal operations and emergency procedures.

(b) The training program required by paragraph (a) of this section must cover the following subjects:

(1) Purpose of a vapor control system;

(2) Principles of the vapor control system;

(3) Components of the vapor control system;

(4) Hazards associated with the vapor control system;

(5) Coast Guard regulations in this part;

(6) Operating procedures, including:

(i) Testing and inspection requirements,

(ii) Pre-transfer procedures,

(iii) Connection sequence,

(iv) Start-up procedures, and